



City of Seattle

Gregory J. Nickels, Mayor

Department of Planning and Development

D. M. Sugimura, Director

**CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR
OF THE DEPARTMENT OF PLANNING AND DEVELOPMENT**

Application Number:	3003323
Applicant Name:	Pedro Castro and Howard Lee, Magellan Architects for the Wilcoxon Family Ltd Partnership and Bartell Drug
Address of Proposal:	12513 Lake City Way NE

SUMMARY OF PROPOSED ACTIONS

Master Use Permit to establish use for future construction of two, one-story buildings, one containing 17,563 sq. ft. of retail and one containing 12,132 sq. ft. of retail space. Surface parking for 108 vehicles to be provided, with access from 30th Ave NE. Project includes demolition of existing structures.

The following approvals are required:

Design Review – SMC Chapter [23.41](#), involving no design departures from Land Use Code development standards.

SEPA - Environmental Determination – SMC Chapter [25.05](#).

SEPA DETERMINATION:

☐ Exempt ☒ DNS¹ ☐ MDNS ☐ EIS

☒ DNS with conditions

☐ DNS involving non-exempt grading, or demolition, or involving another agency with jurisdiction.

¹ Early DNS published February 23, 2006.

BACKGROUND INFORMATION

Project Description

The applicant proposes a multipurpose convenience store of about 16,600 sq.ft. (Bartell's) with an attached retail space of about 1,000 sq.ft. and a retail building of about 12,100 sq.ft. Parking for 108 vehicles will be provided in a surface parking lot, to be accessed from 30th Ave NE.

Vicinity and Site

The site is located in the Lake City neighborhood, on the northwest corner of Lake City Way NE and NE 125th St. 30th Ave NE bounds the site on its west side. Lake City Way NE and NE 125th St are both principal arterials, and 30th Ave NE is a collector arterial. The vicinity is generally quite flat. The property located in the North Neighborhoods Hub Urban Village.

The site is zoned Neighborhood Commercial 3 with an 85-foot height limit (NC3-85, see Figure 2). Properties along Lake City Way to the northeast are also zoned NC3 85. To the south and east is zoned NC3 with a 65-foot height limit. There is a Pedestrian 1 overlay (P1) along Lake City Way, from NE 123rd St to NE 127th St.

Development in the vicinity reflects its zoning, though most does not approach full zoning potential, suggesting that the area could experience substantial future redevelopment. In the neighborhood center, the Lake City Way corridor is characterized primarily by low commercial buildings built in the postwar years, with relatively narrow storefronts and recessed entries. There are mature street trees and a landscaped median which is punctuated by a series of public sculptures. In the neighborhood's commercial core, there are various branch banks apparently built in the 70s, characterized by deeper setbacks and drive-through aisles accessed from side streets.

Recent development in the vicinity includes the [Rekhi Building](#) at 12508 Lake City Way NE and [Solara](#) at 12736 Lake City Way NE (both built in 2001). Other new midrise apartment buildings have recently been erected to the southeast of the site, on the east side of

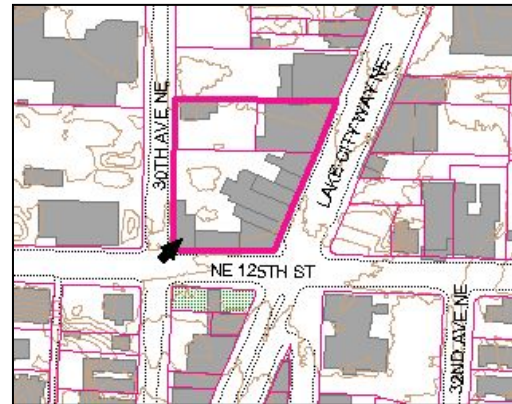


Figure 1. Local topography

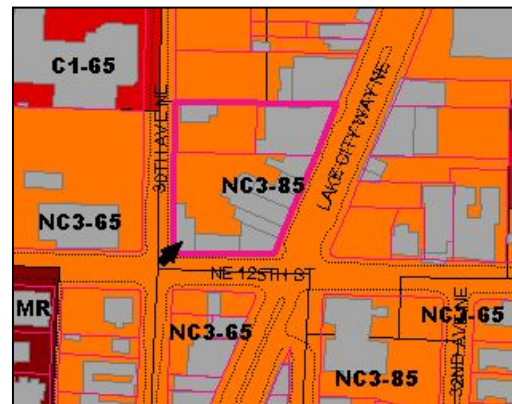


Figure 2. Vicinity Zoning



Figure 3. Aerial View

31st Ave NE. To the south of the site across NE 125th St is the Lake City Mini Park, onetime site of a 1930s-era Seattle First National Bank. The historic bank entry stands at the corner, and the park has recently been [redeveloped](#) to provide for a more open and accessible concept. The park has been a venue for various outdoor concerts and for the neighborhood's annual summer festival.

The site is trapezoidally shaped, measuring about 200' on its south side and about 317' on its north side, with about 320' of frontage on Lake City Way and 290' on 30th Ave. Site area is about 77,000 sq.ft. (1.76 acres). The site is essentially flat, and no portion of the site is designated as an Environmentally Critical Area on City maps. The site is currently occupied by several small retail businesses and restaurants, a martial arts studio, and auto parts stores. The remainder of the site is mostly paved, and there is no substantial vegetation. There are existing curbs and sidewalks, but the existing south sidewalk is relatively narrow and may require further widening to accommodate required street improvements.

The site is served by public transit. Metro routes 64, 65, 72, 75, 41, and various commuter routes serve downtown, the U-District, Northgate, Ballard, and points north. The site is located in the Lake City neighborhood, near the southeast corner of 30th Ave NE and NE 130th St. 30th Ave NE is a collector arterial. The vicinity is generally quite flat, though the site rises somewhat above the street. The property is located in the North Neighborhoods Hub Urban Village.

ANALYSIS OF THE DIRECTOR – DESIGN REVIEW

The Early Design Guidance meeting took place on November 21, 2005, in Room 106 of the University Heights Community Center. The applicant submitted a complete Master Use Permit (MUP) application on February 16, 2006. The Recommendations meeting took place on March 6, 2006, again in the University Heights Community Center. This report summarizes the design review findings. For a more complete overview of the Board's Early Design Guidance and Recommendations, please refer to the project file.

Guidelines

After visiting the site, considering the analysis of the site and context provided by the proponents and hearing public comment, the Design Review Board members provided the siting and design guidance described below and identified by letter and number those siting and design guidelines of highest priority to this project, found in the City of Seattle's [Design Review: Guidelines for Multifamily and Commercial Buildings](#).

A. Site Planning

A-1 Responding to Site Characteristics

The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.

A-2 Streetscape Compatibility

The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.

A-3 Entrances Visible from the Street

Entries should be clearly identifiable and visible from the street.

A-4 Human Activity

New development should be sited and designed to encourage human activity on the street.

A-8 Parking and Vehicle Access

Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties and pedestrian safety.

A-9 Location of Parking on Commercial Street Fronts

Parking on a commercial street front should be minimized and where possible should be located behind a building.

A-10 Corner Lots

Buildings on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.

11/21/2005 Guidance – Site Planning

The Board discussed at some length the design's treatment of the principal southeast corner. They agreed that the corner should feature prominently in the design's overall architectural hierarchy. Board members also recognized the likely benefits inherent in a successful urban plaza.

The updated design should step back from the corner, possibly providing a clearer line of sight to the proposed plaza.

At the next design review meeting, the applicant should present a broader context analysis, showing the updated design that includes neighboring structures within approximately 400-500' of the site. Please include a section showing the relationship between the proposed development and the Rekhi building to the east.

3/6/2006 Recommendations – Site Planning

The Board agreed that several of the designer's basic choices work well for this site and vicinity. The pedestrian plaza is successfully located, the relatively narrow and segmented retail spaces along Lake City Way are demonstrably appropriate for this pedestrian oriented streetfront, and they recommended that the multiple entries shown along Lake City Way be specified as a condition of approval. The "back of the house" functions, such as the loading bay, are now adequately screened.

B. Height, Bulk & Scale

B-1 Height, Bulk and Scale Compatibility

Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less-intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zones.

11/21/2005 Guidance – Height Bulk & Scale

Board members commented that this guideline typically relates to design treatment of projects that are larger than their neighbors. In this case, the guideline speaks to whether the project adequately addresses the stated neighborhood planning goals of fostering a vibrant urban center and achieving an appropriate stature for that center. Board members pressed the applicant on this point, but they specifically declined to set any guidelines requiring that the project incorporate additional levels. The updated design should step up at the southeast corner, providing for a higher, more urban scale.

3/6/2006 Recommendations – Height Bulk & Scale

The Board discussed the proposed steeply pitched shed roof element at the southeast corner, recognizing it as an understandable response to their early guidance. However, Board consensus was that, while the larger corner element is fundamental, the sweep of its roof need not be so linearly referential to the larger mass of the Rekhi building. The Board recommended that the slope of the roof be made shallower, to achieve a more traditional commercial roofline at the corner.

C. Architectural Elements and Materials

C-2 Architectural Concept and Consistency

Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept.

Buildings should exhibit form and features identifying the functions within the building. In general, the roofline or top of the structure should be clearly distinguished from its façade walls.

C-3 Human Scale

The design of new buildings should incorporate architectural features, elements and details to achieve a good human scale.

C-4 Exterior Finish Materials

Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

11/21/2005 Guidance – Architectural Elements and Materials

The Board supported the neighborhood's priority of quality materials, and agreed that brick is an appropriate choice. One Board member stated that textured brick alone at the principal corner may be too timid a statement, and the design should use a more monumental expression here.

At the next design review meeting, the architect should provide examples of past work.

3/6/2006 Recommendations – Architectural Elements and Materials

The Board considered roof profiles of the updated design to be overly complicated. The Board recommended that the steeply pitched shed roof element at the corner be flattened, in order to project a more urban aesthetic.

Updated elevations show many different types of finish materials presented in a variety of design applications. The Board encouraged use of more design restraint through the application of fewer materials in a more uniform pattern. The majority of the materials should be hard and durable.

The Bartells store should be composed primarily of one color of brick and should be distinct from the other elements. Its roofline at the corner can certainly step up, but the building should be grounded on its own site. Board members felt that while the proposed columns at the southeast corner work well, the identified chimney feature seems to be extraneous and should be eliminated.

Along the Lake City Way façade, the Board felt that the varied angles of the roofline distracted from any unifying design concept, and they recommended that the roof forms be simplified. They noted that some of individual proposed storefronts are successfully identified primarily through simple brick frames. In order to achieve greater cohesiveness, the Board recommended that the brick frames should be applied more consistently along the Lake City Way façade, and that other elements should be subjugated to the brick frames. They recommended that the individual storefronts instead be distinguished through changes in parapet heights, or through some other more subtle shift in texture, color, or patterning.

Board members identified the proposed Coronado stone as a successful finish material if it expresses a supporting element rather than a veneer that extends to the roofline without visually supporting anything. They recommended that the stone elements be applied primarily around the base as a structural expression.

D. Pedestrian Environment

D-1 Pedestrian Open Spaces and Entrances

Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.

D-2 Blank Walls

Buildings should avoid large blank walls facing the street, especially near sidewalks. Where blank walls are unavoidable, they should receive design treatment to increase pedestrian comfort and interest.

D-4 Design of Parking Lots Near Sidewalks

Parking lots near sidewalks should provide adequate security and lighting, avoid encroachment of vehicles onto the sidewalk, and minimize the visual clutter of parking lot signs and equipment.

D-6 Screening of Dumpsters, Utilities and Service Areas

Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible. When elements such as dumpsters, utility meters, mechanical units and service areas cannot be located away from the street front, they should be situated and screened from view and should not be located in the pedestrian right-of-way.

D-7 Personal Safety and Security

Project design should consider opportunities for enhancing personal safety and security in the environment under review.

11/21/2005 Guidance – Pedestrian Environment

Board members agreed that current development on the site provides many positive cues to guide the design team, including the number and location of building entries, the lighted entry recesses, and the transparency from the sidewalk into the commercial spaces. They recognized that the proposed retail building on the north side appears to replicate much of that existing character, and it is important that the updated design show attention to the details mentioned above.

The proposed drugstore raises several concerns in this regard. The design's south façade appears to be largely blank, with no physical or visual access into the structure from the sidewalk. The proposed southeast corner extension might more successfully step back from the intersection instead of holding the corner. Likewise, it may be preferable to move or extend the proposed plaza to the corner.

The updated design should provide for an active pedestrian environment on the south side, with storefront windows and entries along the sidewalk on 125th St. The Board welcomed some intervening pedestrian-oriented retail space, possibly associated with the drugstore, which would open up to the south sidewalk.

The design should maintain and enhance the pedestrian passageway located at the northern edge of the site.

Board members recognized that the site has three street frontages, making it a challenge to successfully locate the “back of the shop” functions, such as loading docks and waste facilities. The updated design should include an alternative that extends a pedestrian-oriented south façade to the site's southwest corner, ideally shifting a loading dock to the north and away from this corner.

At the next design review meeting, the proponents should present a lighting plan with appropriate pedestrian-scaled lighting.

3/6/2006 Recommendations – Pedestrian Environment

Board members complemented the design team for successfully addressing guidance about “site permeability” – namely by designing several entries along Lake City Way, providing a midblock pedestrian passage, and by enhancing sight lines and orientation of the pedestrian plaza.

East elevations show overhead weather protection centered primarily around individual entries. The Board recommended that most of each storefront should be protected by canopies or awnings. It need not be designed as a relentless line, but “the proportion of canopy should be primarily in the pedestrian's favor”.

The Board discussed at some length about whether the pedestrian way should formally extend from the west side of the midblock passage along the north side of the surface parking lot. One Board member advocated that a landscaped and lit walkway would better achieve the intent of providing effective pedestrian access through the block. At this point Board members asked for further public feedback – attendees voiced no preference, and noted that across Lake City Way the passage in the Rekhi project spills out into surface parking. The Board resolved the matter voting on a recommendation – that the design should provide a pedestrian walkway along the north end of the site, with low pole lighting, perhaps at the expense of proposed landscape islands. The Board voted in favor of the recommendation, 3-1.

E. Landscaping

E-2 Landscaping to Enhance the Building and/or Site

Landscaping including living plant material, special pavements, trellises, screen walls, planters, site furniture and similar features should be appropriately incorporated into the design to enhance the project.

11/21/2005 Guidance – Landscaping

At the next design review meeting, the proponents should present a colored landscape plan.

Before the next design review meeting, proponents should contact SDoT for preliminary approval of required street tree plantings, with particular attention to the NE 125th St. sidewalk.

3/6/2006 Recommendations – Landscaping

The Board reviewed the landscape design but offered no further recommendations.

DPD Staff Comment

Subsequent to the design recommendations meeting, the proponents met with DPD staff to discuss design responses that will meet Board recommendations. The applicant will develop updated plans prior to issuing the Master Use Permit.

The Board recommended a pedestrian way across the northern edge of the proposed western surface parking area, as a continuation of the path to the public corridor and midblock crossing on Lake City Way. DPD staff has further analyzed the site and vicinity and finds the following:

- Direct east-west pedestrian access is possible through the parking area, albeit in a very vehicle-dominated space.
- The corresponding passageway on the east side of Lake City Way NE (the Rekhi building) spills out into a surface parking area with no dedicated pedestrian pathway.
- When pointedly invited by a Board member, neighbors attending the design recommendations meeting declined to advocate for such a formalized pathway.
- A 5'-wide pedestrian walkway with associated landscaping and lighting would likely affect the proposed supply of surface parking, which the applicant has identified as important for the success of the proposed retail stores.

- The design includes a raised pedestrian walkway along the back side of the retail spaces, directly accessible from the midblock corridor. The walkway is adjacent to storefront windows and landscaping, it includes weather protection, and it extends from the midblock corridor almost to the sidewalk on 30th Ave NE. This proposed path does not continue along the midblock east-west vector, but would instead connect with the 30th Ave NE sidewalk toward the property's southwest corner, almost at the intersection.
- The design team has agreed to update plans to show a pedestrian crossing at the entrance to the loading bay, completing the link between the proposed walkway and the sidewalk on 30th Ave NE. The pedestrian crossing will be visually and texturally distinct from the driving surface.
- The design team has agreed to widen the walkway further than originally proposed, and to add landscaping that will further buffer the walkway from the adjacent surface parking area. Such sidewalk landscaping may substitute some landscaping originally proposed at the north side of the parking lot.

In light of the above findings, DPD staff considers the updated design to successfully meet the community's and the Board's identified goal of providing public pedestrian access across the site and through the block.

DECISION – DESIGN REVIEW

The Director concurs with the recommendations of the Northeast Seattle Design Review Board, delivered March 6, 2006. After the Board delivered its recommendations, the applicant submitted updated plans that largely address recommendations:

- Plans to continue to show the multiple entries along Lake City Way, and are included as a condition of approval;
- The roof pitch of the corner element at NE 125th St & Lake City Way is now shallower.
- The Lake City Way retail façade is considerably simpler in detailing, materials, and modulation of the parapet. The principal finish material is now brick.
- The chimney feature has been removed from the corner.
- The design now features wider canopies that offer better overhead weather protection.

While DPD generally expects design features presented to the Board and public to be built as presented, Board members did recommend that the multiple entries along Lake City Way NE should be included as a condition of approval. The Department concurs and includes such a condition below. DPD therefore **CONDITIONALLY APPROVES** the project's Design Review component. Conditions are listed at the end of this report.

ANALYSIS – SEPA

The applicant provided the initial disclosure of this development's potential impacts in an environmental checklist signed and dated on January 25, 2006. DPD received several letters and emails from neighbors, focusing primarily on the need for residential apartments in the Lake City core, and to a lesser extent on the loss of the existing commercial spaces. The checklist and the experience of the lead agency in similar situations form the basis for this analysis and decision. This report anticipates short and long-term adverse impacts from the proposal.

The SEPA Overview Policy (SMC [25.05.665 D](#)) states “where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation”, subject to limitations. Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. Specifically these are: the Stormwater, Drainage, and Erosion Control Code (grading, site excavation and soil erosion); Street Use Ordinance (watering streets to suppress dust, obstruction of the rights-of-way during construction, construction along the street right-of-way, and sidewalk repair); Building Code (construction standards); and Noise Ordinance (construction noise). Compliance with these codes and ordinances will be adequate to achieve sufficient mitigation of potential adverse impacts. More detailed discussion of some short and long term impacts is appropriate.

Short-term Impacts

The following temporary or construction-related impacts are expected: decreased air quality due to increased dust and other suspended air particulates during construction and demolition; potential soil erosion during grading, excavation and general site work; increased runoff; tracking of mud onto adjacent streets by construction vehicles; increased demand on traffic and parking from construction equipment and personnel; conflict with normal pedestrian and vehicular movement adjacent to the site; increased noise; and consumption of renewable and non-renewable resources. Due to the temporary nature and limited scope of these impacts, they are not considered significant (SMC Section [25.05.794](#)). Although not significant, these impacts are adverse.

Other short-term impacts not noted here as mitigated by codes, ordinances or conditions (e.g., increased traffic during construction, increased use of energy and natural resources) are not sufficiently adverse to warrant further mitigation.

Air Quality, Environmental Health. The existing structures on the site may contain asbestos, which could be released into the air during demolition. The [Puget Sound Clean Air Agency](#), the Washington Department of Labor and Industry, and EPA regulations provide for the safe removal and disposal of asbestos. In addition, federal law requires the filing of a demolition permit with PSCAA prior to demolition. Pursuant to SMC Sections [25.05.675 A](#) and [E](#), to mitigate potential adverse air quality and environmental health impacts, project approval will be conditioned upon submission of a copy of the PSCAA “notice of intent to demolish” prior to issuance of a DPD demolition permit. So conditioned, the project’s anticipated adverse air and environmental health impacts will be adequately mitigated.

Construction Noise. Due to the close proximity of residential neighbors across Lake City Way, the limitations of the Noise Ordinance are likely to be inadequate to mitigate potential noise impacts. Pursuant to SEPA policies in SMC Section [25.05.675 B](#), the hours of all work not conducted entirely within an enclosed structure (e.g. excavation, foundation installation, framing and roofing activity) shall be limited to between 7:30 a.m. and 6:00 p.m. on non-holiday weekdays to mitigate noise impacts. Limited work on weekdays between 6:00 p.m. and 8:00 p.m. and on Saturdays between 9:00 a.m. and 5:00 p.m. may be allowed if prior approval is secured from the undersigned Land Use Planner (or his successor). Such after-hours work is limited to emergency construction necessitated by safety concerns, work of low noise impact;

landscaping activity which does not require use of heavy equipment (e.g., planting), or work which would substantially shorten the overall construction timeframe. Such limited after-hours work will be strictly conditioned upon whether the owner(s) and/or responsible party(ies) provide three (3) days' prior notice to allow DPD to evaluate the request. See Table 1 and Condition #6, below.

Parking. Short-term parking impacts involve additional parking demand generated by construction personnel and equipment. The applicant has provided limited information related to short-term construction related parking impacts on the vicinity. During early stages of construction, workers are likely to park on nearby streets. However, DPD staff conducted various drive-by site visits, which indicate that weekday parking utilization in the area is not at capacity, and construction-related parking is not likely to exceed capacity. DPD also anticipates that workers will park on the site once the parking area is completed. DPD therefore determines that construction-related parking does not constitute an impact warranting mitigation.

Long-term Impacts

Long-term or use-related impacts are also anticipated from the proposal: increased bulk and scale on the site; increased traffic and parking demand due to customers and employees; minor increase in airborne emissions resulting from additional traffic; minor increase in ambient noise due to increased human activity; increased demand on public services and utilities; increased light and glare; loss of vegetation; and increased energy consumption.

The expected long-term impacts are typical of low-density commercial development and are expected to be mitigated by the City's adopted codes and/or ordinances (together with fulfillment of Seattle Department of Transportation requirements). Specifically these are: the Stormwater, Drainage, and Erosion Control Code (storm water runoff and site dewatering); the Land Use Code (aesthetic impacts, light and glare, height, setbacks, parking); and the Seattle Energy Code (long-term energy consumption).

Parking. The Seattle SEPA policy for parking impacts (SMC [25.05.675 M](#)) provides authority to mitigate parking impacts of commercial development when on-street parking is at capacity as defined by the Seattle Department of Transportation or where the development itself would cause on-street parking to reach capacity as so defined.

The proposed project incorporates 108 parking spaces, substantially more parking than would otherwise be required by the Land Use Code. The overall scale of the proposed development is similar to the current scale, and demand for parking is therefore not likely to be substantially higher than current demand. No further mitigation is warranted.

Traffic. The scale of the proposed retail development is comparable to the development currently occupying the site, and vehicle access continues to be from 30th Avenue NE, a collector arterial. Traffic generated by the project is therefore likely to be on par with current trip generation. No mitigation is warranted.

Other Impacts. The other impacts not noted here as mitigated by codes, ordinances, or conditions (increased ambient noise; increased pedestrian traffic, increased demand on public services and utilities) are not sufficiently adverse to warrant further mitigation by conditions.

DECISION – SEPA

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirement of the State Environmental Policy Act (RCW [43.21C](#)), including the requirement to inform the public of agency decisions pursuant to SEPA.

- [X] Determination of Non-Significance. DPD has determined that this proposal does not have a significant adverse impact upon the environment. An EIS is not required under RCW [43.21C.030\(2\)\(C\)](#).
- [] Determination of Significance. This proposal has or may have a significant adverse impact upon the environment. An EIS is required under RCW [43.21C.030 \(2\)\(C\)](#).

DESIGN REVIEW CONDITIONS

The following Design Review conditions 1-2 are not subject to appeal.

Prior to Issuance of the Master Use Permit

1. **Update plans and provide color drawings.** The applicant shall update the Master Use Permit plans to reflect the recommendations and conditions of this decision. The applicant shall embed conditions and colored landscape and elevation drawings into updated Master Use Permit and all building permit sets.

Prior to and/or During Construction

2. **Design changes.** Any changes to the exterior façades of the building, signage, and landscaping shown in the building permit must involve the express approval of the DPD Planner prior to construction.

Prior to Issuance of the Certificate of Occupancy

3. **Design review inspection.** Compliance with the approved design features and elements, including exterior materials, roof pitches, façade colors, landscaping and right of way improvements, shall be verified by the DPD planner assigned to this project (Scott Ringgold, 233-3856) or by the Design Review Manager. The applicant(s) and/or responsible party(ies) must arrange an appointment with the Land Use Planner at least (3) working days prior to the required inspection.

For the Life of the Project

4. The design shall feature multiple pedestrian entries along Lake City Way.

CONDITIONS – SEPA

Prior to Issuance of the Master Use Permit

None.

Prior to Issuance of any Permit to Demolish or Construct

5. **Air.** The owner(s) and/or responsible party(ies) shall submit a copy of the PSCAA “Notice of Intent to Demolish” prior to issuance of a demolition permit.

During Construction

The following condition to be enforced during construction shall be posted at the site in a location on the property line that is visible and accessible to the public and to construction personnel from the street right-of-way. The conditions will be affixed to placards prepared by DPD. The placards will be issued along with the building permit set of plans. The placards shall be laminated with clear plastic or other weatherproofing material and shall remain in place for the duration of construction.

6. **Noise.** The hours of all work not conducted entirely within an enclosed structure (e.g. excavation, foundation installation, framing and roofing activity) shall be limited to between 7:30 a.m. and 6:00 p.m. on non-holiday weekdays² to mitigate noise impacts. Limited work on weekdays between 6:00 p.m. and 8:00 p.m. and on Saturdays between 9:00 a.m. and 5:00 p.m. may be allowed if prior approval is secured from the undersigned Land Use Planner or his successor. Such after-hours work is limited to emergency construction necessitated by safety concerns, work of low noise impact; landscaping activity which does not require use of heavy equipment (e.g., planting), or work which would substantially shorten the overall construction timeframe. Such limited after-hours work will be strictly conditioned upon whether the owner(s) and/or responsible party(ies) provide three (3) days’ prior notice to allow DPD to evaluate the request.

² Holidays recognized by the City of Seattle are listed on the City website, <http://www.seattle.gov/personnel/services/holidays.asp>

Non-holiday work hours							
	Sun	Mon	Tues	Wed	Thurs	Fri	Sat
7:00 am							
8:00							
9:00							
10:00							
11:00							
12:00 pm							
1:00							
2:00							
3:00							
4:00							
5:00							
6:00							
7:00							
8:00							

Table 1, Non-holiday work hours. Unshaded work hours shown above are permitted outright. For certain work, it is possible to request DPD approval for additional hours shaded in gray.

Signature: (signature on file)
 Scott A. Ringgold, Land Use Planner
 Department of Planning and Development

Date: July 13, 2006